

5. Prior to June 26, 1999 I conceived of a drive assembly for a marine mud motor, comprising: an elongate drive tube, configured for rotatably receiving a drive shaft therethrough, wherein a lower end of the drive tube includes a drive assembly housing, having a lower end; a bearing, in rotational communication between the drive assembly housing and the drive shaft; and a seal, contained within the drive assembly housing, configured to restrict contaminants from entering the drive assembly housing.
6. I commissioned Mr. Tom Weber to manufacture the above recited drive assembly housing prior to June 26, 1999. Mr. Weber completed the manufacture on or before June 26, 1999, as evidenced by check stub 2808 (Exhibit A, Affidavit of November 14, 2002) which was payment for said manufacture.
7. The drive assembly housing manufactured by Mr. Weber on or before June 26, 1999 included a housing inside diameter larger than the inside diameter of the drive tube, a seal, and a seal cap threadably engaging the housing. The bearing of that same housing on or before June 26, 1999 had an outside diameter greater than the inside diameter of the drive tube.
8. The previously submitted newspaper article (Exhibit B, Affidavit of November 14, 2002) was published on August 22, 1999 in the St. Cloud Times newspaper. The content was photographed and prepared before that date. The sealed lower drive assembly housing manufactured by Mr. Tom Weber and enclosing a bearing is visible in the center photograph of Exhibit B, Affidavit of November 14, 2002 captioned "Mark Fisher attaches the motor to his boat for testing".
9. The mud motor including assembly housing and bearing photographed in Exhibit B, Affidavit of November 14, 2002 was assembled, tested and demonstrated, thereby constituting reduction to practice, on or before August 22, 1999 and was not concealed or abandoned, as prima facie evidenced by Exhibit B, Affidavit of November 14, 2002.